

F A A

REGION TWO

SCANNER

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October 1960

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OCTOBER 1960

The SCANNER is dedicated to the publishing of interesting happenings both within and outside FAA Region Two that affect the agency.

It is intended that the SCANNER shall carry to every employee a reasonably complete and current story of the more significant activities, plans, and accomplishments of our programs and employees.

By giving a broad picture of the trends, projects, and achievements in our operations, the SCANNER should help each employee acquire a more comprehensive sense of the FAA's mission.

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REGIONAL MANAGER'S PAGE

As you know, the Regions have been given the greenlight by the Administrator to proceed immediately with the implementation of the field re-organization plan referred to as Project Straight-Line.

Project Straight-Line is a plan designed essentially to bring effective management closer to actual operating field activities. Area Offices are to be established and staffed to provide day to day management of air traffic and air navigation facilities within an Air Route Traffic Control Center area. This is a convenient, practical geographical division of the Region insofar as these FAA functions are concerned. The affected ARTC Center will assume its place among the other facilities in the Area Office responsibility zone.

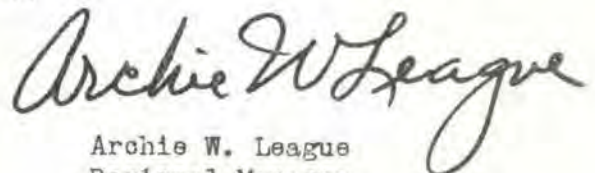
It is the desire of the Administrator that all Area Offices in Project Straight-Line be functioning by June 30 of next year!

This deadline places an urgent responsibility on all of us in Region Two to get the ball to rolling immediately. We have 9 Area Offices to organize, staff, locate, and equip in only 8 months! All of us have our individual tasks and responsibilities to perform and each of us has a responsibility to the composite whole. May I urge each of you to assume this challenge aggressively.

Our basic planning at this time is to put the Miami Area Office into operation first. This choice was made because of the apparent immediate availability of adequate space in the Miami area. Other Area Office starts will be announced as soon as plans are finalized.

It is anticipated that the Area Office concept, when fully implemented, will prove most efficient to our operations and your support is needed and will be appreciated.

Through this monthly letter in the SCANNER and in other ways, it is our plan to keep you continually apprised of the progress of Project Straight-Line in Region Two.


Archie W. League
Regional Manager



VERO BEACH, FLORIDA - Piper PA-28 "Cherokee" on ramp waiting further certification tests. Prototype has been flying since January 1960 at Piper Development Center.



MIAMI, FLORIDA - L. B. Smith "Tempo II" in flight test by FAA engineering personnel. This aircraft was converted from a Douglas B-26 aircraft.

FLIGHT STANDARDS DIVISION

The following is a resume regarding Harley W. Clapsaddle, Supervising Inspector, General Safety District Office No. 3, who started his flying career at an early age. He became interested in flying as a result of Lindbergh's Atlantic flight and enrolled in a flight course early in 1928 at the old Washington Airport, now the site of the Pentagon. The training was accomplished in an OX-5 Waco 10, at \$30 per hour, while earning \$35 a week as an auto mechanic.

Later in 1928, Harley became a member of a flying club called the D.C. Air Legion, made up of eager aviation enthusiasts who couldn't afford the going price of \$30 per hour. Through this club membership, flying in a Waco 10 cost \$15 per hour. At this rate, Harley was finally able to solo the Waco 10 at 0600, July 13, 1929, without as much of a mishap as ground looping.

Continuing as a member of the flying club and spending every cent earned and borrowed, in March 1930, with 10 hours and 15 minutes solo time, Harley successfully completed the private pilot flight test.

As things progressed, Clapsaddle served in several capacities for the flying club, as president, general manager, and chief flight instructor. He also served as an A&E mechanic and qualified for and received A&E mechanic certificate No. M-11395. As early as 1933, he qualified for and obtained a Transport Pilot Certificate, and he currently holds a Commercial Pilot Certificate with single engine, multi-engine, and instrument ratings; Flight Instructor, Ground Instructor, Flight Engineer, and Flight Navigator certificates.

Finally, in 1938, he gave up operation of Gettysburg Airport and accepted a position with the newly cre-

ated Air Safety Board. This began his career in government service.

From the Air Safety Board, he transferred to the Civilian Pilot Training Program in Region One, New York, and in 1941 went to the Washington Office of the CPTP.

This stage of government service was interrupted in 1942, and as many young flyers did, Harley accepted a commission as Senior Lieutenant in the Navy. His military career covered such important tasks as Officer-in-Charge of operational training program for 300 Navy flight instructors at Olathe, Kansas, and the setting up of air safety boards and training air safety investigators in squadrons and Air Wings for the Air Safety Staff, Commander Air Force Atlantic Fleet, Norfolk, Virginia.

He returned to duty with the CAA in 1946 as flight navigator specialist, Airman Service, Washington, D. C. The first course in celestial navigation for CAA inspectors was set up and taught by Harley. While serving in many capacities in the CAA Washington Office, he was, at one time, technical advisor to the U. S. Delegate to the International Civil Aviation Organization in Montreal, Canada.

Then in 1947, Harley Clapsaddle transferred to the Region 2 General Safety District Office in Birmingham, Alabama, where he continues his federal government service in fostering and encouraging safety aspects of civil aviation for the flying public.

When not promoting aviation safety, you might find Harley tackling an entirely different career of studying and practicing music on his electronic organ. He also does coin and stamp collecting, "goes" fishing, and plays a weird game of chess.

Anyone for listening to organ music?

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FLIGHT STANDARDS DIVISION

To share a recent amusing report, an airline captain, with real cause for concern, reported, "There is smoke coming out of my eyeballs!" He had reference to the air conditioning control in the cockpit of the CV-880 he was flying.

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Again, we welcome new employees at Atlanta - G. W. Carter, W. H. Schedler, J. M. Hughes, R. D. Renner, and J. M. Love. At Dallas, we are happy to have E. H. Renner and F. V. Tompkins. At Miami, we have K. S.

Hunt, Jr., W. H. Rupp, W. B. Gillispie, C. T. Miller, C. E. Chapman, P. H. Monohan, and Al Stelzer. At San Antonio, we welcome R. R. Medean.

* * * * *

The Maintenance Branch has received reinforcements in the way of a new Assistant Chief J. E. Christopher; Chief, Air Carrier Section, J. B. Meehan; Chief, General Aircraft Section, T. J. Callahan; and Chief, Maintenance Agencies Section, S. H. Denfip.

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The new JetStar, a four-engine, 550-mile-per-hour jet transport, has completed much of the FAA's data-structure tests, and several of these new jet transports are to be assigned for flight testing in the FAA certification program in the near future.

PERSONNEL AND TRAINING DIVISION

LEADERS ARE MADE NOT BORN

To Bring out the Best in People

1. Take an interest in your subordinates (Do you know anything about them personally)
2. Communicate clearly (Are your orders and instructions easy to understand)
3. Use sound training methods.
4. Handle grievances fairly (Are you close enough to your subordinates to be able to spot trouble before it comes to a head)
5. Keep morale high. (Do your subordinates have a feeling of belonging, of being needed on the job)
6. Awaken enthusiasm. (Everyone needs a feeling of personal worth and the knowledge that he's appreciated)

To get Things Done

1. List all your job duties (Jot down your daily tasks, plus those that will be coming up)
2. Make a weekly timetable (Plan your week ahead of time)
3. Streamline your personal contacts. (Train yourself to communicate simply and clearly - to get to the point and stick to the point)
4. Jot it down. (Write memos to yourself as well as others)
5. Delegate work to subordinates. (Make effective use of the help available to you)

To Help Increase your Self-Assurance (Self-Confidence)

1. Take a mental inventory of your recent accomplishments and your assets as a leader.

2. Pick one personal deficiency or weakness and go to work on it.
3. Enlarge your store of information about the Agency and about your field.
4. Tackle an assignment you once considered too tough.
5. Check your personal appearance.

To be Cooperative and Stimulate Cooperation in Others

1. Use commands sparingly (Curt commands provoke resentment)
2. Request - don't demand
 - a. Try - "Let's do this," or "I'd like you to do that."
 - b. Ask - "What do you think ought to be done here?" or "How would you tackle this?"
3. Show respect for your associates (Show the same consideration that you would like to receive)
4. Show faith in your subordinates (Organize, delegate - then step aside)
5. Encourage subordinates to speak out. (Welcome suggestions)
6. Express your approval. (Too little praise, and it's missed. Too much praise, and it's cheapened)
7. Act fairly. (Be objective and impartial)

To Help Grapple with the Tough Ones (Decisiveness)

1. Make sure you understand what you're actually expected to decide.
2. Get all the background information you can on the problem.
3. Call on your associates for help.
4. Check your thinking to make sure that your attitude is free from personal bias.
5. List all your possible decisions.

In the business world an executive knows something about everything, a technician knows everything about something--and the switchboard operator knows everything.

(Continued)

PERSONNEL AND TRAINING DIVISION

6. Review the results of past decisions. (Once you've made a decision, announce it as soon as possible and don't be afraid to back it up. A leader must be flexible enough to admit his mistakes when he's proven wrong.

To Develop Mental Alertness on the Job

1. Keep up to date in your field.
2. Study trade magazines. (Make mental notes and clip out items of interest)
3. Take advanced courses in your field, if possible. (Cultivate ability to think) Good leaders can't afford comfortable ruts. (Maintain a questioning attitude)

SERVICE CREDIT

Public Law 86-586 (the Pay Act of 1960) amended the Civil Service Retirement Act to allow an employee to obtain credit for service with an Agricultural Stabilization and Conservation County Committee of the Department of Agriculture providing he meets the following three requirements:

- (1) He must have been employed by a County Committee established pursuant to Section 8(b) of the Soil Conservation and Domestic Allotment Act (16 USC 590h(b));
- (2) He must have five years creditable service (the service to be credited under this Amendment to the Act may apply toward the five years); and
- (3) He must make deposit to the Retirement Fund to cover this

service within two years after the effective date of the amendment.

Employees who have such service and are interested in obtaining credit for it should contact the Personnel and Training Division for further information.

HEALTH BENEFITS

When submitting direct claims for health benefits under the Indemnity Benefits Plan (Aetna), employees living in the following states may save one or more days' time by sending their claims directly to the offices below.

For employees living in Oklahoma:

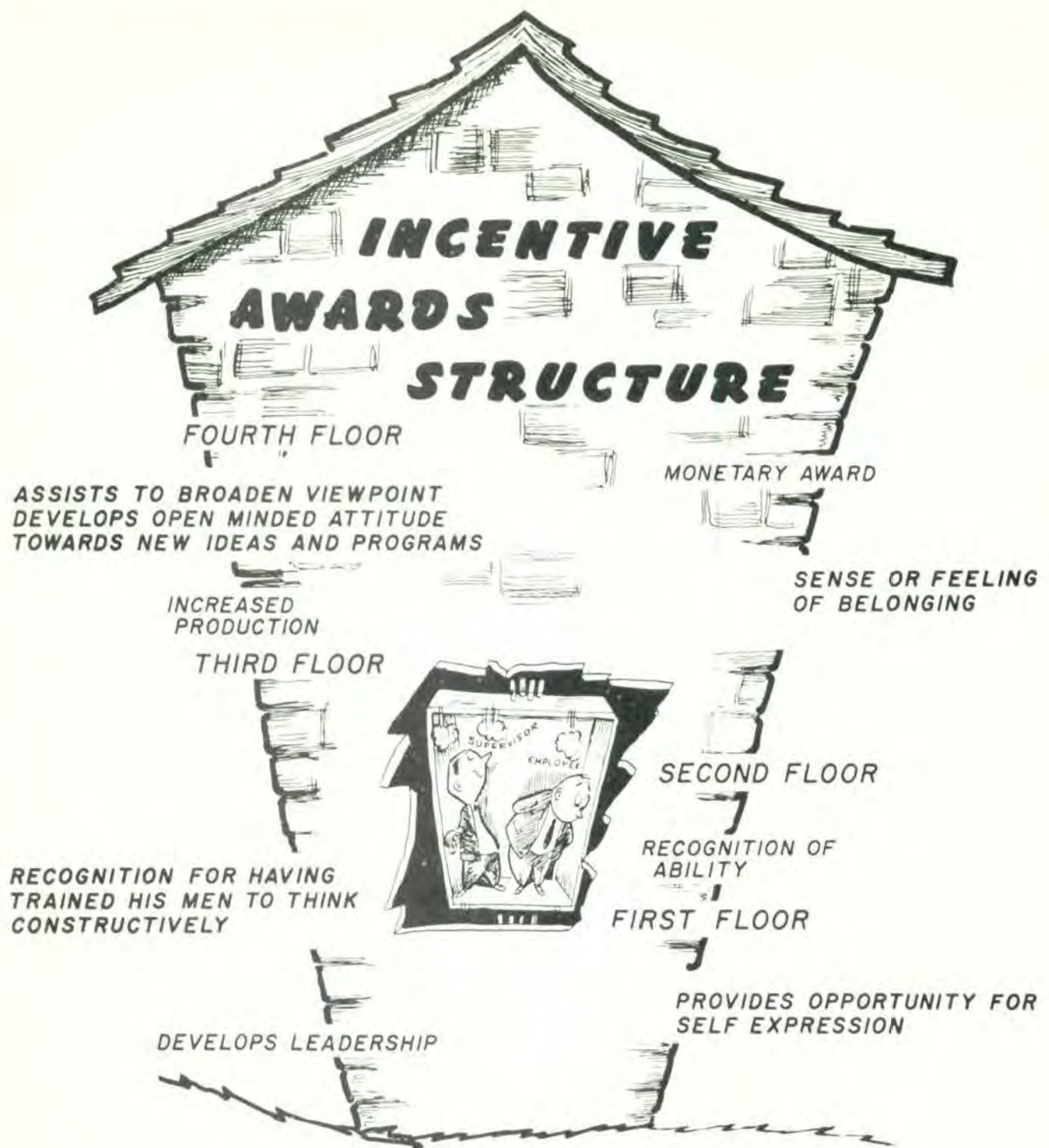
Mr. E. W. Farish, Supervisor
Aetna Casualty and Surety Company
102 Northwest Third Street
Oklahoma City, Oklahoma

For employees living in Texas,
Arkansas, Louisiana:

Mr. Robert S. Johnson, Supervisor
Aetna Casualty and Surety Company
102 West Crockett Street
(General American Building)
San Antonio 5, Texas

Employees living outside of these states will continue to submit claims as provided in the brochure and claims kit. Employees will be kept current on offices to which claims should be submitted, and any other pertinent information with respect to their health benefits coverage.

A leader has two characteristics: First, he is going somewhere; second, he is able to persuade others to go with him.



**THEY MAY BOTH
RIDE THIS ELEVATOR TO
THEIR MUTUAL ADVANTAGE**

FAA PROPOSES CHANGES IN OXYGEN REQUIREMENTS

The FAA announced it is considering changing its oxygen requirement rules for high altitude turbine powered aircraft. The changes--incorporated in a proposed rule making--are being suggested as part of FAA's continuing study of the oxygen problem.

The changes would raise to 35,000 feet the altitude at which one pilot must wear and use an oxygen mask at all times. The existing regulation requires one pilot to wear and use a mask above 30,000 feet.

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LEWIS N. BAYNE HEADS FAA AERONAUTICAL CENTER IN OKLAHOMA CITY

The FAA announced the appointment of Lewis N. Bayne to be the manager of the Agency's Aeronautical Center, located at Will Rogers Field, Oklahoma City, Oklahoma. Mr. Bayne assumed his new duties October 1, from Washington, D. C., where he was a division chief in the FAA's Bureau of Facilities and Materiel.

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FAA TO CREATE MEDICAL ADVISORY PANEL

The FAA announced that it will create a Medical Advisory Panel to provide for an impartial review of petitions from airmen for exemptions from medical standards of the Agency.

Specifically the panel of medical specialists will consider each petition and provide the FAA Administrator with recommendations as to whether "the specific nature of the medical defect of the applicant...is such that he may be exempted from such standards without endangering the safety of the public during the period of validity of such medical certificate."

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AIRCRAFT NOISE ABATEMENT GUIDE RELEASED BY FAA

To provide technical guidance to Federal and local officials and others concerned with aircraft noise, the FAA released a new planning guide on Aircraft Noise Abatement.

The planning guide will be made available to airport authorities, planning and zoning commissions and other community organizations.

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LOW PRICED APPROACH LIGHT SYSTEM TO BE TESTED BY FAA

A study of an approach light system to meet the needs of small airports will be conducted this fall by the FAA.

Director of the FAA Bureau of R&D announced the award of a contract to Sylvania Electric Products, Inc., Salem, Mass., for development and installation of a simplified, low cost approach lighting system. It will be installed at NAFEC at Atlantic City by November 15, 1960, at a total cost of \$22,200.

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FAA SAFETY INSPECTORS RECEIVE SPECIALIST TRAINING

More than 100 FAA Safety Inspectors are receiving specialist pilot training in the operation of jet, turbo-prop, and other high performance aircraft now being flown by the commercial airlines. The training is a part of a continuing program to insure that the FAA inspectors will have the same skill in each aircraft as the airline pilots whose operations they monitor.

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FAA TO ESTABLISH 27 AREA OFFICES

To provide for a closer coordination of its field programs and to permit better utilization of its resources, the FAA announced plans for the establishment of 27 field area offices to replace more than 100 existing field offices. The reorganization, which will be started immediately, is expected to be completed before June 30, 1961.

The new area offices will be located within the geographic boundaries served by 26 of FAA ARTC Centers in the 48 contiguous states plus San Juan, Puerto Rico. The new concept will move much of the technical operational decision making authority closer to the scene of actual operations.

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SKY ROOM

As our SCANNER cover shows, Sky Room is the new cafeteria at the Region Two Headquarters. The name Sky Room was submitted by FAA Club Member Betty Echols, FM-2130, for which she won a total of \$15 in the name contest sponsored by the FAA Club.



Above photo shows the decorative interior of Sky Room.



Sky Room has the most modern cafeteria equipment.



Sky Room Manager Dick Ernsperger & wife Chris.

August was vacation and fun time for many Airports Branch personnel.

Lamar Schweitzer visited in Washington and Virginia; Gordon Richey - Houston and Galveston; Enid Malcolm - New Orleans; Thelma Kent - Pecos; Jack Ester - Corpus Christi; Juanita Winstead - Red River, New Mexico and Mississippi; Louise Pitts - California; Cliff Thomas - Carlsbad, New Mexico.

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After having his private plane dismantled and flown to Zurich, Switzerland for reassembling, J. D. Church reports that he's waited six days for the rain to stop so that he can continue on to his reassignment in Pakistan.

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After going together for two years, Richard Caldwell (the Sailor) and Wedia Neal became engaged on August 17th. Dick's immediate plans call for a tour of duty in France after he departs from the U. S. at New York the 15th of this month. Dick plans to return to the U. S. (Cowtown) in February so that he and Wedia can be married on Valentines Day - February 14, 1961 in their church. Wedia intends to transfer for a tour of duty with civil service in France and return with Dick.

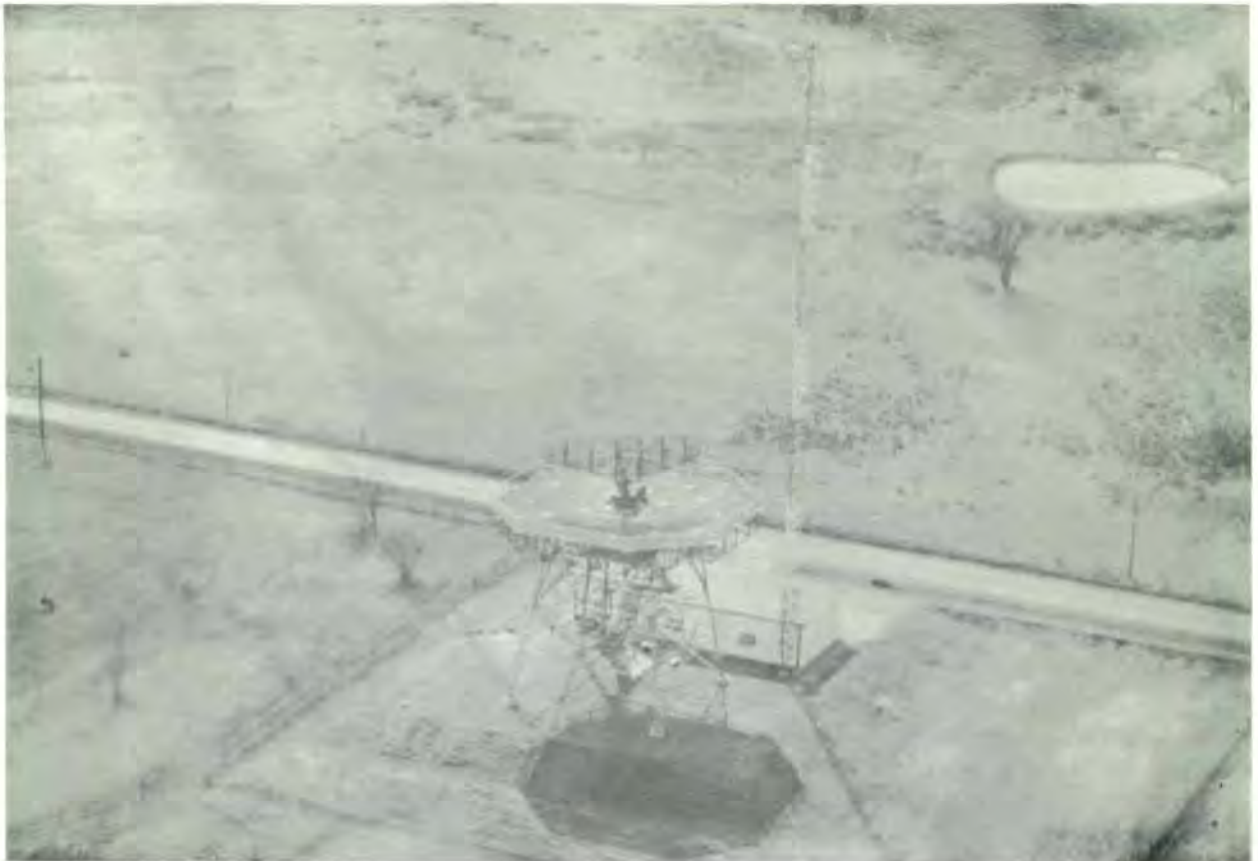
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Proud new home owners - Harwood Shoemaker, a new home in North Richland Hills; Don Reininger, APDO-1, new property owner in the Boat Club Estates. Here's wishing - homes of happiness!

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INTERESTING? Shown here is a 4-minute time exposure of Echo-1 Satellite made by Controller Ellis Huguley looking east from Greenville, S.C. Tower cab. Moon is in upper left corner; short diagonal lines are stars. Diagonal line from upper center to lower right is Echo-1 satellite moving from NW to SE. Dotted line across lower portion is a C-119 on GCA final approach to Donaldson AFB Runway 22. Optical illusion (aircraft appears to be in shallow climb) caused by greater distance from camera at beginning of exposure. Aircraft approaching from NE to SW. Increased distance between lights at right edge of exposure indicates reduction in speed as aircraft neared Donaldson. Bright light at bottom of photo is an artificial light.





AIR ROUTE SURVEILLANCE RADAR FACILITIES (ARSR)

In the never ending attempt to increase air safety, our Division installs the most up-to-date electronic equipment at airports across our Region. This equipment enables FAA to provide better landing aids to pilots and a safer control on air traffic in the immediate vicinity of each airport. But what happens to an airplane between the time it leaves an airport and the time it arrives at its next destination? In the past and now, aircraft are given certain altitudes and speeds that they must fly at between their departure point and their destination.

Now, with the aid of long range radar sites (referred to as an ARSR), an aircraft cannot only be given a

certain altitude and speed to fly, but the aircraft can be followed across our country on a radar scope. Thus, we can keep any single aircraft under surveillance from the time the aircraft departs from an airport until the time it lands at its destination. No longer will mid-air collisions cause as much concern as before. If an unknown aircraft is spotted on a radar scope close to a plane under surveillance, the plane under surveillance can be warned by radio of the location of the unknown plane.

Air Route Surveillance Radar Facilities are built by our Division along the main routes of air travel and in concentrated areas. These radar sites have a range of 150 miles. With two

of these radar sites located approximately 250 miles apart, there will be a small area between the two radar sites where the two radars overlap. This way, when an aircraft is starting to fade from one radar site, it will be appearing on the other one.

At the present time, there are 13 long range radar sites in our Region and one site under construction. Seven of these sites are used jointly by FAA and the Air Force or Navy. In the near future, six additional sites will be built, all for joint use.

Every effort has been made to insure that each radar site operates 100% of the time. The three largest obstacles which can prevent the radar from operating continuously are the failure of the radar equipment, the loss of power, and the loss of the air conditioning system. In the design of the radar equipment and in the construction of the radar site, these obstacles have been eliminated to as near perfection as possible.

Each radar has two channels to operate on. In other words, the radar has two sets of equipment. When one set fails to operate, the radar can be switched to the other set. If one set of the radar equipment requires maintenance, the radar can continue operating on the other set of equipment. Each radar site is also provided with an engine-generator to furnish standby power. In case of a commercial power failure the engine-generator will start automatically, and will continue to furnish standby power until commercial power is restored.

Over 20 tons of air conditioning equipment is installed at each radar site. The radar equipment in the building generates a tremendous amount of heat which must be absorbed by the air conditioning system. The radar equipment was designed to operate under a fairly cool temperature. In case of a failure in the air conditioning system, standby fans are installed

in the rear wall of the building to remove as much of the heat as possible.

Ways and means of further developing the efficiency of these radar sites are constantly being designed. Ampli-tron equipment is now being installed at each of the radar sites to increase the range of the radar equipment. Further progress in the design of new equipment will mean increased reliability and range in the radar equipment.

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HURRICANE "DONNA"

Mr. C. I. Carpenter of the Maintenance Branch remarked that even though DONNA was very vicious she apparently had sympathy for our air navigation ground facilities because she carefully avoided doing any extensive damage to these facilities. She dumped a little rain water in some of them and a little salt water in some and bent a few poles. All in all DONNA was very kind to us.

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A W A R D S (See photos on next page)

More awards - Sustained Superior Performance Awards and Suggestion Awards. Those receiving these Awards are pictured on the opposite page. Photo #1 left to right standing: C.W.Holderbaum, N.G.Simmons, T.A.Adams, Jr., Pearl Lawson, Alice Rohlfing, Roland M. Lewis, and N.W.King with C. I. Carpenter, G. E. Garanflo, W. E. Peterson and R. E. Preusser making the award presentations. In photo #2 left to right standing: J.L. King, Barbara Strickland and W. M. Honea with Mr. Hayden and Mr. Carpenter making the award presentations.

Others receiving awards from our Division but not in these photos are: I. A. Smith, V. F. Lowndes, G. B. Hendrix, Leo Hess, M. Lamar Schweitzer and Pat Warren. All of you receiving these awards have our heartiest congratulations.

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Photo #1



Photo #2



Everyone who missed the FAA Club "Autumn Leaves" Dance missed the best one yet. The scene was the beautiful Ridglea Country Club, the first full day of autumn, September 23. Even our Texas weather cooperated--a little damply, we'll admit, but a slight drop from our nearly 100° weather we had been having all week.

The danceable music of Gardner Hinkley's orchestra kept the floor active all evening. The orchestra replaced part of the brass section with violins to produce a very mellow overall effect. The theme of the dance, "Autumn Leaves", was played before and after each intermission.

Betty Keys of the Drafting Room turned out all the beautiful pre-dance posters you saw on the bulletin boards. Polly deLeleu, Mary Lee Herrin, and Doris Burns assisted Betty with the decorations. Each table contained a centerpiece and runners of leaves, fruit, and cattails. The decorations were sprayed with paint of harmonizing fall colors.

We had a good crowd, thanks to all our Division Representatives who worked hard to sell tickets and boost interest and attendance. Peggy Maidic of Budget and Finance Division was awarded a prize of \$10 for selling the most tickets. Jean Hovenkamp and Susie Rlythe of Facilities and Materiel, Elba Moore of ATM, and Bob Blackburn of the Fort Worth Center earned honorable mention as close runners-up.

Bob Sanford of F&M was responsible for the design of the tickets - even they carried out our theme.

Our Social Chairman, Jay Taylor of F&M, and the other members of the Social Committee, Joyce Plummer, Monette McCay, Laura Smith, and Jim Dawson, deserve a vote of thanks from all of us for their hard work to make the dance successful.

If you are one of the unfortunates who missed it, start now to make plans to attend the next one - the Christmas dance on December 2, also at Ridglea Country Club. We know they have a hard job to do, but the Committee is determined to make it even better.



AIR TRAFFIC MANAGEMENT FIELD DIVISION

LOCAL REGIONAL OFFICE CHIT-CHAT.....

Our darling little check-distribution girl from AT-2230, Janice Sowards, resigned recently to go to college at Abilene Christian. We must admit Janice did a bang-up job in getting those checks off to our facilities each two weeks and she will certainly be missed; however, she is being replaced by a very nice capable girl, Mary Ann Hatchett, who transferred to us from FM-2000.

Estelle Hays, who came to us over a year ago when Airspace joined our Division, has transferred to Personnel Division where she will be Mr. Wiss's Secretary. Best of luck Estelle.....

Memphis Center's "Federal Athletics Association" (FAA) is proudly sporting another championship trophy awarded in the Memphis Municipal Softball League #6. The Center team has won its league championship three years in a row, sweeping all opposition. This by no means ensures complete success because the Center team lost a heartbreaker to its first opponent in the Class "C" tournament by the score of 4 to 3 in a ten-inning thriller that several hundred fans watched, including a large contingent of Center personnel who have been faithful in attendance throughout the year. In spite of this tournament loss the Center is proud of this team and looks forward to the next season in anticipation of another successful team.

Oscar C. Weston's retirement for disability was effected close of business August 31, 1960. The El Paso

Station staff held an informal going-away party for Oscar in the Station Chief's office where coffee and goodies were served to about 80 of

Oscar's many FAA friends. A letter of appreciation and recognition was also presented to Mrs. Weston for her part in the many years of her husband's devotion to our services. Mr. Kimzey, Station Chief, believes this is something that should not be overlooked for reasons that our employee's wives play a very integral behind-the-scenes part in the husband's attitude toward his work.

Best of luck, Oscar.....

A number of our facilities throughout Texas and Oklahoma received very complimentary letters from Mr. Leake, President of Griffin Broadcast Group, Muskogee, Okla., expressing his appreciation to our organization for services received as a private pilot. Mr. Leake has been flying since 1936 and states he has never encountered a single incident when a controller has been the least bit out of patience or when the utmost courtesy and help have not been extended him.

Mr. Leake flies with his family a lot and states that he feels perfectly capable and confident as long as he is in contact with Radar Approach.

Mr. Leake, in summation, says if only all other departments of the Government were operated in such a manner as the Communications end of FAA, what a wonderful country this would be to live in.

Letters from our flying public such as Mr. Leake's are most gratifying to receive and Mr. Boatman extends his appreciation for all your efforts.

WHY PIO? Doing a good job without so informing people is like winking at a girl in the dark--you know what you are doing, but she doesn't!

(Continued)

AIR TRAFFIC MANAGEMENT FIELD DIVISION

Cash awards have been granted to a number of our employees whose performance was of unusually high quality. Awards were made to 43 of our employees for Sustained Superior Performance; three for Special Act or Service; and two others have been awarded for suggesting improvements that resulted in more efficient and economical operations.

Employees of the Regional Office whose performance has been of unusually high quality are: Paul H. Boatman, Chief, ATMFD; D. E. McHam, Asst. Chief, ATMFD; Beth Gorham and Peggy Goodson, Secretary to Messrs. Boatman and McHam, respectively; Beth Kruger, Secretary to Chief, Operations Branch; Paul W. Robinson, Chief, Operations Section of Operations Branch; H. J. Townsend, Chief, Program Control Branch; Eddie Faulkenberry, Administrative Assistant, Program Control Branch; W. S. Dalton, ATMS, Operations Evaluation Branch; W. E. Morgan and J. E. White, ATM Specialists, Planning Branch.

Others receiving awards for Sustained Superior Performance were: Grace Kerr and Eva Walk, Flight Data Supervisors, San Antonio Center; James G. Rogers, Miami Air Traffic Supervisor; Sue Williamson, New Orleans Station; Gerald J. Mialaret, New Orleans Tower; Norman Barger, Greenwood, Miss. Station; Mildred Day, Austin, Texas Rapcon/Tower; Joseph H. Crouse, Hickory, N. C. FSS; Thomas L. Sheets, Dyersburg, Tenn. Station; Bennie J. Carden, Albany, Ga., FSS; Berniece Morgan, Fort Worth Station; E. C. Long, Wm. M. Hill, and O. D. Magness, Tulsa FSS; Barbara E. Gross,

Montgomery Rapcon; Blanca G. Harrington, San Juan Center; Ramon Nelson, Walter Heckman, and Spencer Wise, Nashville Tower; Irma M. Miles, Oklahoma City Rapcon/Tower; C. O. Reasoner, Calvin J. Fontenot, L. J. Meyer, Wayne M. Cox and Helen Schu, New Orleans Center; William B. Wheeler, L. H. Adams and D. J. Richardson, Knoxville, Tenn. Tower; Wm. W. Parker, Memphis Center; H. G. Linder and E. E. Smith, Ardmore, Oklahoma FSS; and J. P. Stephens, Talahassee, Fla. FSS.

A group award was given to a number of controller and assistant controller personnel for their superior performance in the Miami Tower.

Those presented awards for their Special Act or Service were: Loyd Bowman and Robert Frick of the Balboa IFSS; and Dorothy Hudgins of the Fort Worth Center.

Those receiving awards for suggestions were: Hendricks M. Payne of the Waco, Texas Rapcon and R. A. Singley of the Myrtle Beach, S. C. Station.

LOCAL CHIT CHAT CONTINUED

Wedding bells rang last week in ATMFD when Jean Williams, Secretary to Asst Chief Operations Branch, became the bride of Ronnie Moad. Jean plans to continue working while Ronnie is attending Arlington State.

With the transfer of part of our Land Lines to FM-2000, we lost our Land Line Clerk, Joan Budd. Joan was with the Division about 5 years and we sure hated to see her transfer; however, she still visits us occasionally since she is located nearby.

A secretary's job isn't complicated if she looks like a woman, thinks like a man, and works like a horse.



In a ceremony held at the International Airport, Isla Verde, Rafael Durand-Manzanal, Executive Director of the Puerto Rico Ports Authority, presented on behalf of Governor Luis Munoz Marin, service award emblems to 59 Federal Aviation Agency employees. Durand-Manzanal referred in his presentation speech to the "vital role played by the Federal Aviation Agency in the development of the aviation industry and air safety, which has been achieved through the efforts and initiative of these employees."

COVER PORTRAIT

DONALD G. SCHULER
Assistant Regional Manager

Coming to us from FAA's National Aviation Facilities Experimental Center (NAFEC), Donald G. Schuler is welcomed as our Assistant Regional Manager.

A veteran of 30 years in the budgetary and business management field, he has held various responsible positions in federal service. Following five years service in the Executive Office of the President with responsibility for examination of budgetary estimates for the former CAA, in 1947, Schuler was appointed to the position of Executive Officer of the CAA Regional Office in Chicago. He served in this capacity until 1949, when he was appointed as Budget Officer for the Administration in Washington, D.C. Following this assignment, he transferred to the Dept. of State as Director of the Office of Budget and in

1957 became Executive Officer of the then newly established Airways Modernization Board. When the AMB was merged with the FAA, Schuler was moved to NAFEC in Atlantic City, holding the position of Asst. Director until his appointment as our Asst. Regional Manager.

He does some woodworking and "goss" fishing during his spare time.

Schuler is a graduate of Southeastern University in Washington, D. C., holding a BCS degree in Accounting.

With his varied experience and education, we, in Region Two, feel we are fortunate in having the opportunity of welcoming Don Schuler to Region Two.

Welcome aboard!



DONALD G. SCHULER

Assistant Regional Manager